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NASCAR® Racing 2003 Season

by

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Table of Contents

Installation **4**
Controller Configuration 4
Options 6
The Main Menu **7**
Action Modes 8
User Modes 8
A Quick Spin 9
Basic Driving Tips 12
The Drivers Meeting **13**
Setting Up Races 13
The Race Weekend Menu 16
Rules Of The Road 18
In Car Controls 21
The Dashboard 22
Function Key Displays 22
Instant Replays 28
Going For It All 35
Player Info 36
Opponent Manager 36
The Paint Shop 37
Multiplayer – Taking On The World 39
The Garage **43**
Tuning The Car 45
Appendices **47**
Appendix A: The NASCAR® Championship Points System 47
Appendix B: Sierra.com Ratings System 47
Appendix C: Keyboard Shortcuts 50
CONTACTING SIERRA **57**
A) Customer Service, Support And Sales 57
B) Technical Support 59
C) Sierra Warranty And Legal Information 61

A Word From Papyrus Racing Games

Welcome to NASCAR® Racing 2003 Season. Papyrus Racing Games has been making NASCAR racing simulations since 1994, and for the past year we've been hard at work making sure that this one, NASCAR® Racing 2003 Season, represents more than just the last installment in a long and successful product line. Our goal was to set a new standard of excellence in the racing simulation genre, and we knew we couldn't do that while merely resting on our laurels.

So, what did we do? Well, for starters we worked with Jasper Motorsports and Goodyear to give the physics engine its biggest overhaul in five years, we paid considerable attention to the damage and aero models, we added an impressive array of graphical updates and new gameplay features, and we did a lot of work on the AI (computer opponents) and the sound. We even tackled the difficult task of authentically modeling each track's bumps. This will certainly up the ante in terms of realism. In the real world, some of these tracks are so bumpy that drivers are forced to alter their lines in order to avoid heavy jolts. In a nutshell, we pulled out all the stops in our drive to make NASCAR® Racing 2003 Season the racing simulation by which all others should be judged.

Thank you for your purchase, and enjoy the game!

- The Papyrus Racing Games development team

Installation

Close all other programs before you begin installing NASCAR Racing 2003 Season. Place the CD-ROM in its drive. The installation process should begin immediately. If it doesn't, click on the START button and choose RUN. Type D:\Setup (substitute "D:" with the correct drive letter of your CD-ROM drive if it's different) and choose OK. The installation will now begin.

Enter the correct CD Key located on the NASCAR Racing 2003 Season CD jewel case. After a brief system test is performed, you must choose the destination hard drive and folder location for your NASCAR Racing 2003 Season program files. Use the default drive and folder presented, or click on the Browse button if you'd prefer to install in a different location.

When the basic installation process is complete, NASCAR Racing 2003 Season will test your video card's capabilities. Choose a 3D acceleration format (renderer), a display adapter, and a graphics mode, and click the Finish button to begin the test. You can reconfigure these settings at any time from inside the game by going to the Main Menu and choosing the Configure 3D Graphics option. From outside the game, use the Windows START button to open the PROGRAMS folder that contains NASCAR Racing 2003 Season, and choose the Configure 3D Graphics option. Alternatively, you can open the MY COMPUTER window on your Windows operating system and then navigate to the game folder and double-click on the "Config.exe" file.

Controller Configuration

The first time you run NASCAR Racing 2003 Season, you will be taken to the Controls tab on the Options screen, where you may be asked to calibrate your controller. There are three main steps to getting your controller to work with NASCAR Racing 2003 Season:

1. Plug in and configure your control device (joystick, wheel, pedals or gamepad) using the Windows Control Panel first! Follow your control device manufacturer's installation instructions.

2. Calibrate your controller in NASCAR Racing 2003 Season. NOTE: NASCAR Racing 2003 Season uses its own calibration routines, so you must calibrate from within the game - even if you have already calibrated your controller in Windows. The first time you run the game, the calibration box may pop up automatically. If it does not, simply click on the Options button located on the Main Menu, and then select the Controls Tab. Follow the on-screen prompts to calibrate your controller. You should see the calibration meters on the screen react to your movements. If you don't, your controller has not been recognized and may not be installed correctly.
3. Assign the controls. This is perhaps the most overlooked step in getting a controller properly set up. You need to tell NASCAR Racing 2003 Season what each controller movement actually does. The Controller Assignment and Gear Selection items are on the left side of the Controls Menu. Simply click the mouse in the highlighted area to the right of a particular function, and when prompted to do so, make the controller movement or press the button you want to assign to that function. For example, to assign the Accelerator to a pedal or button, click on the Accelerator item on the Controls Menu and then simply depress the pedal or button you would like to use as an accelerator. Keep in mind that you can assign any of these functions to the keyboard as long as the key you select isn't already being used to perform some other game function. The program will prevent you from attempting to assign any controller movement or keyboard key that is already in use. You'll have to re-assign one of the control movements to another function before exiting the Controls Menu.

You can re-configure or re-calibrate your controller at any time by visiting the Options screen and clicking on the Controls tab. You can get to Options from the Main Menu, from the Race Weekend screen, or even while you're inside the racecar.

If your controller supports Force Feedback, NASCAR Racing 2003 Season allows you to adjust the strength, damping, and latency of the response. Experiment with different settings until the controller has the 'feel' that you want. For more information, right click on any of the force feedback settings located in the upper right area of the Controls tab.

There are a couple of other settings on the Controls tab you may want to tweak before hitting the track. The first is Steering Linearity. Most people who steer with a wheel find that they get the best results with a high Linearity setting (70% or above), while joystick and keyboard users find that a lower setting (20% or

less) usually does the trick for them. Naturally, everyone is different, so experiment with this setting until you find your comfort zone.

If you're using a digital controller or the keyboard, a vast array of options is available to help you achieve the smoothest response. You can find these adjustments under the Advanced button on the Controls tab.

Finally, in the lower right corner of the Controls tab, you'll see a list of the various driving aids that are available in the game. For details on how a particular driving aid works, right click on its name. Many of these aids are turned on by default because driving a 750HP stock car at the limit isn't always easy. As you gain speed and confidence, you'll want to gradually turn the aids off; while the aids were designed to help novice drivers control their cars more easily, they have also been designed to be a disadvantage to the experienced racer. For example, turning on automatic shifting can give a beginner less to worry about while racing, but the gear changes won't happen with the same kind of speed or precision that an advanced driver can get by shifting gears manually.

Options

The Options Menu is available from the Main Menu, from the Race Weekend screen, and via the Escape key interface when you're in the car. In addition to the aforementioned controller selections, the Options Menu also allows you to tweak many different graphics and sound settings so that you can customize NASCAR Racing 2003 Season to your liking. From the Options Menu, simply click on the appropriate tab control at the top of the screen – Controls, Graphics, Sound or Other - and

tweak to your heart's content. If you're not sure what a particular option does, right-click with your mouse on its name, and a pop-up help bubble will provide an explanation. Pop-up help is available for most menu options throughout NASCAR Racing 2003 Season.

The game initially sets many of the graphics and sound options automatically, based on what it detects your system can handle. You can adjust any of these settings to your liking, but use some common sense! Each of these items affects the overall animation speed of the game, so cranking one item up may mean you'll need to reduce another item to keep the frame rate flowing smoothly. The bottom line is simple: a choppy game means sluggish control movements, and sluggish control movements usually result in losing control of the car.

The Main Menu

NASCAR Racing 2003 Season's Main Menu is the heart of the user interface, and serves as your launching point into the NASCAR garage and every track on the circuit. The Main Menu is broken up into two sections: Action Modes and User Modes.

Action Modes

The various Action modes are listed on the left side of the screen. Here's a quick rundown on what they are:

Testing Session: Just you and the track. Testing Sessions give you the opportunity to learn in private on any track you choose, without any other cars to distract you.

Single Race: Pick a track and set up a race. You can compete in an entire race weekend, which consists of four race sessions: Practice, Qualifying, Happy Hour, and Race. Or, if you'd prefer, you can skip straight to the race and try to win from the back of the field.

Championship Season: An entire season's worth of racing, as you accrue championship points based on your finishing position in each race. Will your name be the next one emblazoned on the NASCAR trophy? See if you've got what it takes!

Multiplayer: Time to "put up or shut up." NASCAR Racing 2003 Season's unparalleled multiplayer mode allows you to compete against an entire field of living, breathing human opponents via the Internet. Don't have enough racing buddies to fill out the field? That's OK, throw some computer opponents onto the track if you'd like. Just remember to bring your modem, LAN, or Internet connection along for the ride!

Exit: Returns you to the Windows desktop.

User Modes

The User Modes are located on the right side of the screen, and they give you total control over the simulation environment. Here's what these items do:

Driving Lessons: Click here to check out a series of driving lessons and tactical tips that were made with the simulation's Replay Editor (we'll show you how to make your own later on). The lessons cover everything from the basics of car control up through advanced subjects like racing strategy.

Player Info: Click here to change personal settings such as your name and the car you drive. Specify a car to drive offline, and one to race online.

Opponent Manager: Here's where you can adjust ratings for computer opponents, use the Paint Shop to recreate your favorite teams and cars, and where you manage rosters of opponents to race against.

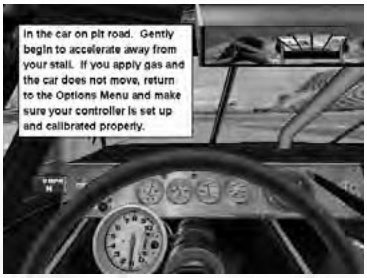
Options: This is where you'll adjust your controls, graphics, and sound preferences. Remember, you can also access this menu from other areas within the game, including while you're at the racetrack itself.

Replay Studio: Lets you view and edit your saved replay files. The ability to edit replay files is a powerful feature in NASCAR Racing 2003 Season, giving you the capability to build and share highlight reels with all your friends.

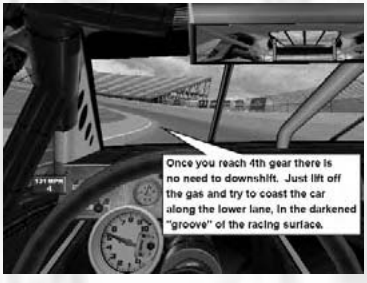
A Quick Spin

From the Main Menu, click Testing Session and select Michigan Speedway® - a wide, comfortable, 2-mile "D" shaped track. Now you're at what we like to call the Race Weekend screen. From here you can view replays, check standings and lap times, and control the entire slate of racing sessions. Notice the various buttons on the screen that allow you to visit the Garage to adjust your racecar, Pause the live action, and most importantly, hit the track! Click the green Drive button in the lower right corner and let's climb inside the car.

Before you mash the gas, make sure you like the driving view. If you prefer to drive using the cockpit view, you're all set. If you'd rather try one of the other views, just press the Page Up/Page Down keys on your keyboard to cycle through the five available views in the game. Next, make sure your speed/gear display (located to the left of the steering wheel) is turned on. If it isn't, press the "S" key on your keyboard. We'll go over all the other cockpit features and controls later - right now we just want to see you get some laps under your belt.

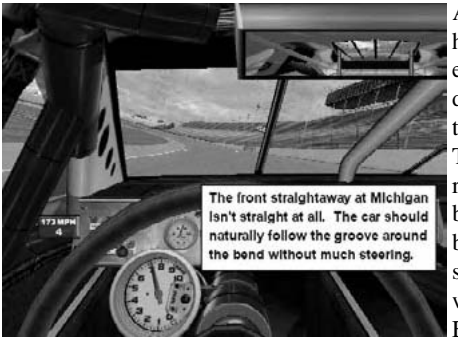

In the car on pit road. Gently begin to accelerate away from your stall. If you apply gas and the car does not move, return to the Options Menu and make sure your controller is set up and calibrated properly.

Shift to first gear and gently begin accelerating. Try to shift into second gear and keep the RPM's below 6,000 until you reach the backstretch. (Did you already spin out? A real stock car's tires are cold and don't have as much grip. Remember, start slowly and keep the car under control until the tires warm up – which usually takes 2-3 laps). Steer the car on the apron of the track, staying along the bottom of the pavement through Turns One and Two. When you reach the back straightaway, merge onto the track, shift to third and increase the throttle.


Once you reach 4th gear there is no need to downshift. Just lift off the gas and try to coast the car along the lower lane, in the darkened "groove" of the racing surface.

Work your way up the gearbox quickly until you reach fourth gear, about the same time your car approaches Turn Three. As the pavement darkens, release the accelerator and try to aim for the middle of the turn. At this point you should be off the gas entirely. Let the car glide into the corner as the RPM's fall off - gradually add about 50% braking and keep turning the car in the proper direction, which at this point, should still be left!

You'll have to concentrate to keep the car from drifting down the front straightaway. Re-apply the throttle in a smooth, gradual manner as your car exits Turn Four. The front straightaway at Michigan is a long, sweeping left bend that requires supreme concentration. Try to keep the car in the darkened "groove" as you cross the start/finish line; when you approach Turn One keep the car high on the track, lift off the gas early and let it drift down near the bottom on its own. Stay off the gas until you feel like the car is about halfway through the turn. Gradually reapply throttle and power up off the bottom of the track as you exit Turn Two. Avoid the urge to stomp on the gas- even at high speeds this could cause the rear wheels of your car to spin out. Down the back straightaway, keep the car near the outside wall; you'll probably have to steer toward the right somewhat in order to achieve this.


The front straightaway at Michigan isn't straight at all. The car should naturally follow the groove around the bend without much steering.

Approaching Turn Three, stay high and lift off the accelerator early, again letting the car drift down toward the bottom of the track. Coast around the bottom of Turns Three and Four until you reach the halfway point, then ease back onto the throttle and drive back toward the flag stand. Take some more laps and get acquainted with your racecar, and press the ESC key when you're done.

An Important Word About Chassis Setups

Chances are, the car you just drove used the "Easy" default chassis setup. The "Easy" default car setup for each track is a "symmetrical" one - meaning the shock, spring, caster, and camber settings have all been set to neutral values in order to make the car's handling more predictable and act more like what you would expect from the family station wagon. However, station wagons don't win stock car championships, and symmetrical setups will not give you the fastest lap times on oval tracks. On an oval, you'll be turning in only one direction - left, and because of that you'll want an "asymmetrical setup" more along the lines of the "Fast" setups included with NASCAR Racing 2003 Season. These setups feature suspension that is tuned differently on the right side vs. the left.

Asymmetrical setups will help the car turn left in order to get it through the corners as quickly as possible, but they have the annoying side effect of pulling the car to the left on the straights. As a result, you may find that you need to "counter steer" to the right on the straights in order to keep the car tracking straight ahead. This is perfectly normal, and is something that real NASCAR drivers have to deal with every time they climb into the car. If you feel comfortable tinkering with the car setup in the Garage, try experimenting with different Caster settings to find a good balance between turning ability and straight-line control.

Basic Driving Tips

Now that you've run some laps and become more comfortable with the feel of your stock car, let's cover some of the basics that will help you become a competitive NASCAR driver. First of all, a word about chassis setups: Any NASCAR driver will tell you that in order to win a championship, you've got to have good setups for every track. But while a car set up to your liking can help you drive faster, it won't necessarily make you drive better. Here are some ways to improve your driving skills quickly:

- Study other drivers, whether computer opponents or humans on the Internet. Watching them will give you a good understanding of the fundamentals and will serve as a solid foundation upon which you can build your skills. Pay close attention to the racing lines they drive, as well as their speeds and braking points.
- Concentrate on one track at a time. Don't jump around from track to track each time you launch NASCAR Racing 2003 Season. Learn your way around one track comfortably; try to turn competitive laps in the preferred groove, but also practice running alternate lines - both high and low. Successful drivers know how their car will behave on every part of a specific track.
- Get comfortable in traffic. Skip qualifying and take a provisional (start in last place). Try to patiently pick your way through traffic and work your way toward the front of the field.
- Study the tape. Save and review replays of your escapades on the track. Be sure to analyze the action using the various camera angles to learn as much as possible. The helicopter view is particularly useful for finding the fastest way around a speedway, and for spotting a problem with a particular chassis setup.
- Listen to your car. Squealing those tires through every corner? Run some practice laps to learn how fast you can drive through each corner at a particular track without squealing the tires. Some tire scrubbing is to be expected, but if you're laying down enough rubber to resurface the entire city of Daytona, you'll need to learn to drive with a bit more finesse. Try braking a little earlier going into a corner; this technique will often allow you to power out of that turn with much more authority, while conserving precious rubber.

The Drivers Meeting

In this section we'll give you all the info you'll need to get around in NASCAR Racing 2003 Season, including everything from how to compete in various types of races to how to paint your car.

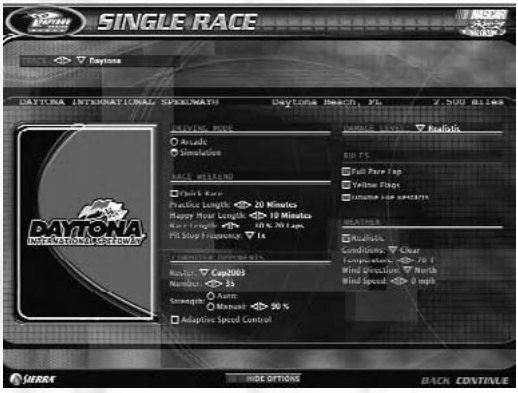
Setting Up Races

At the Main Menu, choose the type of event you'd like to drive in. Select Testing Session if you want to have an empty track all to yourself. Click on Single Race if you want to pick a track and compete offline against computer recreations of real NASCAR drivers. If you're experienced enough to battle the NASCAR pros on a variety of tracks, go for the Championship. Finally, there's Multiplayer – stop trash talking and just bring it! Time to show your skills to the world, baby!

Race Options

From the Testing Session, Single Race, Championship, and Multiplayer screens, you can customize many aspects of the racing action, such as the race distance, the weather, and the skill level of the computer opponents you'll be battling – if any. In Testing and Single Race modes, you'll be able to select the track. In Championship mode, you'll race on whichever track happens to be next on the schedule. In Multiplayer mode, you'll be able to select the track only for the races you create and host.

Click the Show Options button at the bottom left of the screen to reveal the entire list of racing options that you can adjust. These items will vary based on the game mode you've chosen.



Here are explanations for the various race options you'll encounter in NASCAR Racing 2003 Season. Remember, not all options are available in all game modes.

TRACK SELECT: From bullrings to super speedways, choose from the list of authentic NASCAR tracks to race on.

DRIVING MODE: Arcade mode gives you a car that's easier to drive, with more traction and maneuverability than real race cars have. Simulation mode is the "real deal" – you'll be at the helm of a 750 HP beast, so hang on tight!

RACE WEEKEND: Specify the length of each session in the race weekend. Practice and Happy Hour sessions are set in minutes, and the Race session is set as a percentage of the actual 2003 race distance. Run a short 5% sprint race, or lock the door, take the phone off the hook and run a full 100% marathon – just like the big boys do. To skip the Practice and Happy Hour sessions, check the Quick Race box. This allows you to jump right into qualifying and then straight to the race itself – but you'd better be good!

Use the Pit Stop Frequency option to modify the tire and fuel usage rate for your race. At the default value of 1x, fuel and tires are consumed in real time. At 2x, they are consumed at double the normal rate, etc. The purpose of this option is to be able to create shorter races that force players to make pit stops. At 1x, it can take up to 35% race distance before a stop becomes necessary, while at the maximum value of 4x, players will probably have to make a stop in order to finish a 10% race.

COMPUTER OPPONENTS: This section of the options list allows you to adjust the computer-controlled competition to match your skill level. Use the roster selector to specify the group of opponents you want to race against; the rosters themselves are organized using the Opponent Manager screen. Decide how many other cars you want to oppose. Use the Strength control to either manually adjust the overall strength of your computer opponents, or use the Auto setting. When using the Auto setting, NASCAR Racing 2003 Season uses data based on your performance at each track, and comes up with a recommended opponent strength value in the "Auto" field. Remember, the Auto setting is based on your performances at each individual track; if you were to race five times at Daytona and the Auto strength climbs to 95%, then you decide to make your first visit to Talladega, the Auto level will drop back down to the default (70) because you haven't raced there yet.

ADAPTIVE SPEED CONTROL: AKA "Catch-Up Mode". This is a feature that basically serves to always keep your car in the middle of the racing action. As you drive faster (or slower) laps, the computer opponents will compensate to match your speed. This differs from the "Auto Strength" setting discussed earlier, in that Adaptive Speed Control is dynamic, ever-changing as you race; the Auto Strength feature is updated only at the end of each race.

DAMAGE: Choose from three different damage settings: None, Moderate, or Realistic. With damage set to None, your car becomes impervious to collisions. At Moderate, your car will sustain minimal damage during hard collisions. Ready to take the rookie stripes off your bumper? Then choose Realistic damage, but realize that a heavy collision usually spells the end of your day. Remember that this setting refers to collision damage only – it's still possible to ruin the engine and blow tires due to abuse, regardless of the damage setting you've chosen.

RULES: Here's where you can change the various rules for the race weekend. Checking the Full Pace Lap box will cause the pre-race pace lap to start in the pits, just like it does in real life. The tradeoff is that it can take a long time to

complete a full pace lap, especially at the road courses. If you'd prefer an abbreviated pace lap that starts on the racing surface, leave this box unchecked. The Yellow Flags box controls whether or not a yellow caution flag will be waved in the event of a hazardous condition on the track – as is the case in real life. Without yellow flags, the race will go by faster, but things can get pretty hairy with cars barreling full-steam through the scene of an accident. The Double File Restarts setting is only applicable if the Yellow Flags box is checked. If Double File Restarts are enabled, cars that aren't on the lead lap are allowed to line up on the inside of the race leaders during cautions. Regardless of this setting, per NASCAR rules double file restarts are not used at the road courses, and they aren't used during the last ten laps of a race.

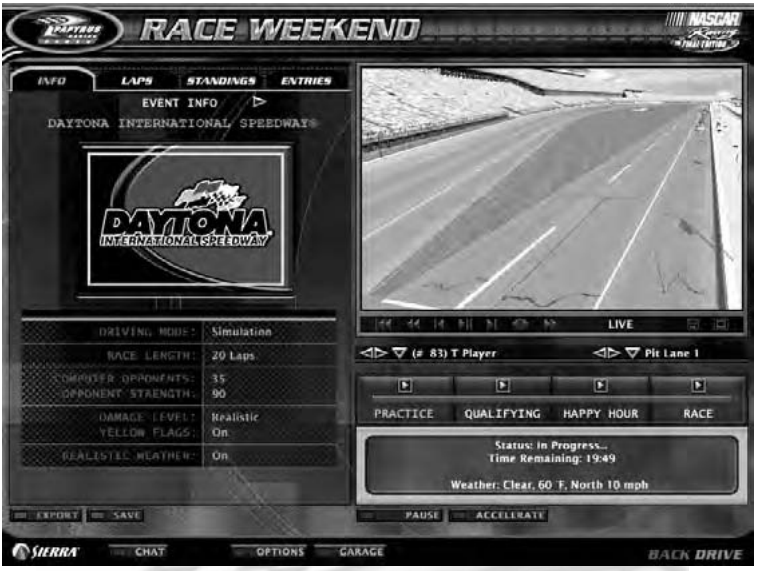
There are a few rules that are available only in Multiplayer races. For example Hardcore Mode was designed to help provide as level a playing field as possible during online contests by forcing all drivers to use the cockpit view and have certain realistic visual effects enabled. Lastly, the Fixed Setup option forces everyone to race with the same car setup, leveling the playing field. The race host determines which chassis setup is going to be used.

WEATHER: Often overlooked, weather conditions have a profound effect on your car's handling. Cooler air is less dense than warmer air, so when the mercury drops you can expect your car's engine to "breathe" more efficiently. Drag is also reduced in cooler, thinner air. Hotter weather tends to stress your car's systems and increase the amount of drag. Also, remember that tires grip better when they're warmer, just below their peak operating temperature of 225° Fahrenheit. The wind can also have a marked effect on the car's handling. A tail-wind will push it down the straights and tend to make it loose in the corners, while a stiff headwind will slow it down on the straights and cause a severe push in the corners. Clicking the Realistic box will set the weather based on average local conditions for each track, but if you'd rather set the weather to your own specifications, just uncheck that box and go for it. NOTE: The prominent flags at each track are animated, and their animation direction and rate matches the current wind settings, so keep an eye on the flags to help gauge the wind.

The Race Weekend Menu

The Race Weekend Menu is the place where you navigate amongst the various tasks at the track. From taking the car into the garage for tweaking, to navigating among the sessions of the event, to viewing standings and replays, the Race Weekend Menu is your NASCAR track pass!

Click on the various tabs on the Race Weekend Menu to view items like general race information, a chronology of lap times, the current standings, and the race entry list. Use the replay controls (as described later) to view highlights. Visit the garage for adjustments, change game options, or drive the car - all by clicking on the buttons found on the Race Weekend Menu.



NASCAR Racing 2003 Season allows you to easily jump to the start of any session during the race weekend by using the session navigation controls. As each session progresses, a timer bar will "grow" from left to right underneath that session's name. To go to the start of a session, simply click on the arrow control above the session name. You can go forward or backward through time – so you not only can skip ahead to future sessions, you also can go back to the start of a previous session or the current session. Keep in mind that if you decide to re-run a session, you'll be starting from scratch, not only for that session, but also for future sessions in the weekend as well. For example, let's say you've completed Practice, finished Qualifying (let's say you qualified 8th), and are halfway through Happy Hour when you decide to jump back to the start of Practice. By doing so, you erase not only the results of the original Practice session, but the results of Qualifying and Happy Hour as well.

Rules Of The Road

Every driver needs to know the basic rules of stock car racing before the flag drops. Penalties are disabled in Practice and Happy Hour (except for reckless driving). Your spotter will still let you know when you've committed an infraction, but there won't be any consequences. However the officials won't be so lenient in the Race session itself. Break a rule then, and those officials will dole out penalties faster than a motorcycle cop in a foul mood!

With that in mind, here are the rules:

- No passing under yellow, including the pace car. When the yellow flag comes out, the leader is instructed to race back to the start/finish line. Once the leader has crossed the start/finish line, all traffic behind the leader must also slow and line up according to the rules. However, if a car is going too slowly, this rule is tossed out. Your spotter will tell you what to do. The penalty is a black flag, and you must stay in your pit stall long enough to offset any advantage you gained.
- No speeding in the pits. You can't exceed the pit road speed limit. The speeding penalty varies depending upon the situation: if you are caught speeding on pit road (whether en route to the stall or exiting the pits) under green flag conditions, you will be black-flagged and must come back and drive through the pits (you CANNOT stop in your pit stall) without breaking the speed limit. Failure to adhere to the speed limit during this drive-through will result in a second black-flag, but this time you'll have to serve a stop-and-go penalty. If the pit road speed limit is broken under yellow flag conditions, there is no black flag, but you must go to the end of the longest pacing line for the restart.
- You must merge properly when exiting the pits. The rule is to stay on the apron (or as far away from the racing line as possible) until the spotter says, "O.K., merge when you can." That doesn't necessarily mean that it's SAFE to merge, it just means that you may legally merge at any time. Some tracks, like Indianapolis, have pit exit roads that you must follow if you want to avoid this penalty. The penalty is a black flag stop and go under green, or a simple "go to the end of the longer line" with no black flag under yellow.
- You must enter the pits properly. Cutting across the grass in an attempt to avoid having to slow down to the pit speed limit is a no-no. You must cross the line that marks the beginning of the pit stall area. At Homestead, you need to use the pit access road in order to avoid this penalty. If you break this rule under green flag conditions, you'll be black-flagged and you'll need to come

in and serve a 30 second penalty. Under yellow, you won't be black-flagged, but you'll have to go to the end of the longer pacing line.

- You can't cut across the Inner Loop at Watkins Glen or the hairpin at Infineon Raceway without stopping. If you perform either action and fail to come to a stop before you merge with traffic, you'll be penalized. You'll be black flagged and forced to serve a stop-and-go penalty.
- You can't pass the leader before the start/finish line on a start or restart. There is a "fudge factor" built in to keep you (when leading) from intentionally being able to cause a violation for someone else. If a car is going too slowly, this rule is tossed out. The spotter will let you know if it's OK to pass. Keep in mind that in races with double-file restarts, the leader on a restart is the first car in the OUTSIDE line. If you break this rule, you'll be black-flagged and you'll have to come in and serve a stop-and-go penalty.
- You can't pass a car in the same pacing line on the inside before you reach the start/finish line. You can pass on the outside, but not the inside. Again, if a car is going too slowly, this rule is tossed out, and your spotter will let you know that it's OK to pass. If you break this rule, you'll be black-flagged and you'll have to come in and serve a stop-and-go penalty.
- You can only pit on the appropriate lap(s). Only the cars on the lead lap may pit the first lap the pits open. Everyone else must wait until the next lap. The penalty for entering a closed pit is a trip to the end of the longer pacing line. Your spotter will tell you where to go.
- You can't continue to race with heavy damage. If your car is damaged to the point that the engine is smoking heavily or your car is dropping debris or fluids, you'll be black-flagged. To clear the black flag, you must pit and get the car repaired at least to the point that NASCAR feels it's safe. If the car is too heavily damaged, it's possible that the crew won't be able to fix it well enough for you to continue, and you won't be allowed back on the track.
- You can't drive in the wrong direction. If you do, you'll get disqualified. Driving in the wrong direction can be done either forwards or backwards, so be careful.
- You can't pass the official at the end of pit road if he's showing the stop sign. If you pass the official when he's showing the stop sign, you'll have to go to the end of the longest line. This rule is only applicable to races with yellow flags.

MULTIPLE PENALTIES: For the sake of convenience, if you have multiple penalties, you only need to come into the pits once. For each penalty beyond the first one, an additional time penalty is tacked onto the time normally associated with the infraction. This is done to simulate the additional time it would have taken you to serve the penalties on separate trips to the pits.

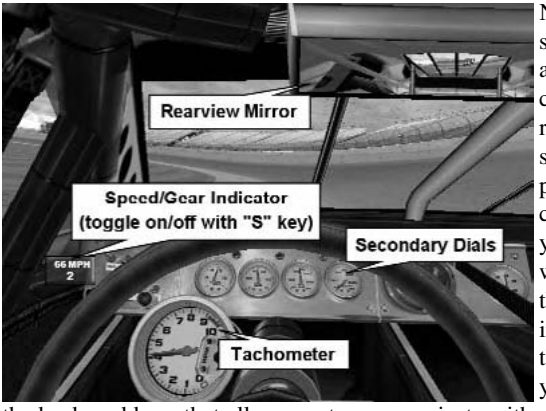
POST-RACE PENALTIES: If you have un-served penalties when the checkers fall, you'll receive a post race penalty of 1 lap per outstanding infraction.

SERVING PENALTIES: If you get black-flagged, you must report to the pits where the NASCAR official will detain you in your stall for however long it takes to serve your penalty. However, you can only clear a black flag (for non-damage related issues) under green flag conditions, and even then you can't clear a black flag on a restart. If you happen to be on pit road when the yellow comes out, you may proceed to your stall and legally serve the penalty and clear the black flag. You'll have four green flag laps to come in and clear the black flag; if you choose to ignore the black-flag, you'll be disqualified.

A few final items of note:

- In Qualifying, your time will be tossed and you'll be given a provisional starting position at the rear of the grid if you cut the Inner Loop at Watkins Glen or the final hairpin at Infineon.
- When yellow flags are turned on, it is possible for the start or restart to be "waved off" in the event of a mishap. If this occurs, the start/restart will be delayed by one lap.
- In Arcade Mode, the rules are relaxed. Speeding on pit road, passing under yellow, passing the pace car, reckless driving, and cutting the Inner Loop at Watkins Glen or the hairpin at Infineon are the only rules enforced.

In Car Controls



Now that you've got some laps under your belt and you're an expert at creating and customizing race events (you did study all of the previous pages didn't you?), let's cover all of the items you have access to whenever you're in the driver's seat. These in-car controls include the instrumentation of your stock car, as well as the keyboard keys that allow you to communicate with your pit crew.

Are you one of those drivers who prefer to adjust the seat as soon as you climb into a car? The Field of View can be adjusted from both inside the car or at the Options Menu. Press CTRL-F/ALT-F to zoom in or out to your liking.
The "S" key on your keyboard toggles on/off the speed/gear/flag display shown just beside the driver's side window. The Function keys on your keyboard (F1-F9) toggle on/off the various pit radio displays, superimposed over the lower-right corner of the cockpit. The rearview mirror keeps you abreast of what (or who) is behind you.

The Dashboard

- Tachometer: Measures engine RPM. It's the biggest dial on the dash, because real stock cars don't have speedometers and the driver relies on the tachometer to calculate speeds. If the engine revs higher than 8,500 RPM, it's time to shift.
- Secondary dials: These instruments provide information about your car's current health. Fuel Pressure should hold steady at around 9 PSI, until you start to run low on gas; after that it will start to drop pretty quickly. Water Temperature should hover at around 220 degrees. If the water temperature is too hot, you've probably got too much tape over the grille (or heavy front end damage). Oil Pressure and Oil Temperature are reflective of your engine's stress. If the pressure drops or the temperature rises, either you already have an engine problem, or you're about to have one. This could be the result of improper car setup (gears), an abusive driving style, or as the result of damage.
- Warning lights: The critical gauges each have a warning light (sometimes called an "idiot light") adjacent to them. These lights will start to blink to let you know that something's wrong.

THE MIRROR: Press the "M" key on your keyboard to toggle through the various levels of mirror detail. If the action seems too "choppy" you might be able to make things run a little smoother by reducing the mirror detail. In addition, you can press the "N" key on your keyboard to remove the cockpit reflections, including the back of your roll cage.

DRIVING VIEWS: You can cycle through the various driving views by pressing the Page Up/Page Down keys on your keyboard. There are five views to choose from while driving. Try them all and pick the one that keeps you on the track. In Multiplayer races in which the race host has checked the "Hardcore Mode" option, you'll have to race using the cockpit view, as the Page Up/Page Down keys will be disabled.

Function Key Displays

The various function key displays are available only while you're driving the car. They serve as the means by which you'll request pit service, view up-to-the-moment standings, and keep tabs on how many laps are left in the race, so take the time to learn how these keys work. To call up one of these displays, press the appropriate function key on the keyboard (F1-F9). To switch to a different display, press that display's function key, and it will replace the current display if one is already on-screen. To toggle the function key display window off, press the function key associated with the current display being shown. So, if you have the F3 display turned on, press F3 again to turn the function key window off.

Here's what each function key allows you to see/do:

F1: Session Info - Here, you'll find information concerning your lap speeds or times, as well as your position in the current session, the current lap, the remaining number of laps (or time) in the session, and the amount of time cars immediately in front of and behind you in the standings are away from you. Not all of this information is available during every session. The F1 display will update each time you cross the start/finish line.

F2: Standings - Each time you invoke the standings display, your car's position will appear in the center of the window. To scroll through the complete list of drivers, use the up/down cursor arrow keys on your keyboard. You can always reset the standings display by simply toggling the window off and then on again with the F2 key. The F2 display has two modes, and you can use the Spacebar to toggle between them both. The first mode is displayed by default, and it shows the session standings based on your most recent trip across the start/finish line. The second mode is a real-time display that shows you which cars are immediately ahead of you and behind you on the track – regardless of their position in the standings. In this mode, cars listed in white are on the same lap as you, those listed in red are one or more laps ahead of you, and those in green are one or more laps behind you. If a car is coming up from behind to lap you, its F2 display line will start to flash, letting you know that the leaders are closing in on you!

F3: Fuel - This window gives you the car's current fuel status, including the estimated* amount of fuel remaining and the approximate number of laps you can complete before your tank runs dry. At the bottom of the window, you can tell your Crew Chief how many cans of fuel to put into the car during your next pit stop. Each can holds up to 11 gallons of 110-octane racing fuel. The choices you have are 2 cans (22 U.S. gallons, complete fill-up), 1 cans, 1 can, can, a "splash", or none. A splash of fuel will give you approximately an eighth of a tank of gas - perfect for the closing laps of a race when you can't afford a lengthy pit stop. The crew will always stop fueling the car once the tank has been filled up to its 22-gallon capacity. Use the left/right cursor arrow keys on your keyboard to request the desired amount of fuel. Since the default is usually 2 cans, the crew will always top off your tank unless otherwise specified. The default value is set by the crew chief, and is based on the estimates you see in the F3 box.

* The fuel calculations performed by your crew are ESTIMATES ONLY. They may be too high, or they may be too low. Since real-life crew chiefs tend to err on the side of caution, your crew chief will do the same. So, if you don't feel

confident with his estimates, pit earlier and/or take more fuel than he recommends.

F4: Tire Temps - Perhaps the most important data available, the F4 display reveals your current tire temperatures. This display gives you the Inner (I), Middle (M) and Outer (O) temperatures of each tire as you drive. Every NASCAR driver will tell you that the fastest car on the track is not necessarily the one with the most horsepower, but the car with the best grip. That's where the tire temperatures display becomes vital. As you drive your car at high speed, each tire undergoes a certain amount of stress. The more a tire is stressed, the higher the temperature rises in that tire and the shorter its lifespan will be. In general, you'll want to aim for similar temps across the tire in order to enjoy maximum grip and tire-life. Use the information shown here to adjust tire pressures and/or suspension components like camber and caster in order to achieve balanced temperatures in your setup.

F5: Tire Change - Here you can specify which tires you'd like changed during the ensuing pit stop, and you can check the current remaining life of each tire; you can also use this window to specify any tire pressure adjustments you'd like made during your next pit stop. A status bar that shows you each tire's current lifespan is displayed beneath the pressures. Each tire's status bar will gradually become shorter with wear. Fresh tires have a full green status bar; as a tire wears, this bar will shrink and turn yellow. The yellow bar will then shorten and eventually turn red. When a tire reaches red status, it can blow at ANY TIME, so unless the race is on the line, you should make every effort to pit for fresh rubber immediately.

Use the Spacebar on your keyboard to select which tire(s) you want to have changed. Your choices are to have all 4 tires changed, right-sides only, left-sides only, or no tires changed. Each tire shown in the Tire Change window has a box next to it. A check mark fills the box of each tire that will be changed.

To have your crew perform tire pressure adjustments, use the up/down cursor arrow keys on your keyboard to select a specific tire. The current tire will appear highlighted in yellow. Use the left/right cursor arrow keys to instruct the crew to raise/lower the cold pressure of each tire. The hot pressure (the operating pressure, indicated by "H") of each tire is indicated just below the cold pressure value. Once you've specified the new pressure value, your crew will make the necessary pressure adjustments during your next pit stop.

Pressure adjustments are often the first thing a race team does to correct handling problems, because it is the least drastic solution. Reducing the pressure in a tire may help it grip better during corners, but may also create more "rolling drag," thus robbing the car of some straightaway speed.

F6: Wedge – Wedge, or cross weight, is a common adjustment teams make during the race to change the car's handling. Adding wedge will increase the amount of chassis weight applied to the right front and left rear corners of the car; conversely, negative values shift weight toward the left front and right rear of the car. Adding wedge may help cure a loose condition, but it will also increase the load on the right front wheel, which is usually the most heavily stressed tire to begin with. Removing wedge will have the opposite effect and will tend to loosen up the car.

Use the left/right cursor arrow keys to make wedge adjustments in five pound increments. The changes you specify will be implemented during your next pit stop.

F7: Track Bar – You can also change the car's handling by adjusting the track bar. Although you can adjust both sides of the bar from the Garage Menu, you can only adjust the right side when you're in the pits. Raising the right side of the track bar will loosen the rear suspension; lowering the right side of the track bar will tighten up the rear end.

Use the left/right cursor arrow keys to specify the amount of track bar adjustment you'd like made during your next pit stop.

F8: Grille Tape – It's common for teams to use heavy-duty tape to cover a portion of the front grille. The percentage display represents how much of the front grille is covered; thus, a 20% tape setting means that 80% of the grille is still open. The more tape you add to the grille, the more you cause the air to be funneled around the nose of the car rather than into its radiator. More tape means less drag and more front downforce (which means a faster car) but it also means less cool air is getting to the radiator. The object is to try and get away with as much tape as you can without overheating the engine. Watch that water temperature gauge, and if the needle starts to peg you'll know you've got too much tape on that grille.

Keep in mind that during Qualifying, you'll only need to run a couple of fast laps, so in many cases, you'll be able to get away with a fully-taped (100%) grille for that session.

Use the left/right cursor arrow keys to instruct the crew to add or remove tape during the next pit stop.

F9: Pit Summary – This display is a summary of all of the changes that will be made to the car during your next pit stop. If you specified changes to the tire pressures, for example, you'll see those changes listed here. You'll also see how many tires will be changed and how much fuel will be added.

The F9 display is also the place where you tell your crew whether to make repairs to your car or not. If your car has been damaged, the Repair option at the bottom of the window will automatically read YES, meaning that when you come in for service your crew will try to repair your car. If you'd rather not have the pit crew fix your damage, press the Spacebar to toggle the Repair display to say NO. While you're in your pit stall under repairs, your crew will work as long as necessary (sometimes a minute or more) in order to repair the car to the best of their ability. If you want the crew to stop repairing the car – in order to avoid losing a lap, for example – press the Spacebar and toggle the Repair status to No. After a couple of seconds, they'll cease repairs, lower the jack and let you leave the stall.

THE ESC INTERFACE: Anytime you want to stop driving, or return to the pits, or simply take a break and watch some replays, just press the ESCape key. The game will pause (except in Multiplayer mode), and you'll be presented with a list of options that will vary based on the game mode and the current session. Use the up/down cursor arrow keys to select the item you want, and then press the Enter key. Sometimes you won't be able to access the ESC interface unless your car is completely stopped (for example, while in the middle of a race session online). If this is the case, you'll see a warning message appear on the screen instructing you to bring the car to a complete stop before using the ESCape key. Just pull into the pits, or pull over to the side of the track, stop the car, and try the ESCape key again.

Most of the options in the ESC interface are self-explanatory, but here are some of the items that may not be as obvious:

- Get Out of Car – Takes you back to the Race Weekend screen.
- Retire – Takes you out of the race and back to the Race Weekend screen. You will NOT be able to re-join the race - your day is done.
- Call Tow Truck - Takes you to your pit stall. Before your pit crew can begin working on your car, a simulated towing countdown takes place.

THE PAUSE KEY: Press the Pause key on your keyboard to pause or resume the action, whichever the case may be. The Pause key does not work during Multiplayer races.

Instant Replays

Relive all of your moments of glory with NASCAR Racing 2003 Season's elaborate instant replay system. Replays are viewable using a multitude of camera angles, and in most cases, you'll be able to watch the action from any car on the track! NASCAR Racing 2003 Season even includes an editing feature that will allow you to add your own sounds, artwork, and effects to your replay highlight reels!

You can view a replay from several different menus in the game. If you're at the Race Weekend screen or in the car, you'll have limited replay functionality – you can watch and manipulate replay footage from the current race, and you'll be able to save footage, but you can't use any of the replay editing functions on the fly. In order to have access to the full arsenal of replay system features, you'll need to go to the Main Menu and select the Replay Studio option.

REPLAY CONTROLS: Once you've chosen to view a replay, you'll see the Replay Viewing window. If you know how to use a standard VCR you'll find the replay controls to be relatively simple. Use the controls found at the bottom of the screen to rewind the footage to its beginning, start and pause the replay, or fast-forward to the end. Use the Cut button to chop longer clips into small highlight reels that you can save. Click on the timeline or drag its slider to queue the footage to a specific point.

Rewind to Beginning: One click does it!

Rewind: Click once to rewind at normal (1x) speed. Each subsequent click causes the footage to rewind continuously faster.

Step Backward: Each click of this button steps backward, one frame at a time. Click and hold the mouse button to produce a low-speed rewind.

Play/Pause: Click once to un-pause action that's frozen (roll tape). Click again to freeze the footage. Note that you are NOT pausing the game world, you're only pausing the replay.

Step Forward: Each click of this button advances the footage forward, one frame at a time. Click and hold the mouse button down to roll the footage forward at a low speed.

Slo-Mo Control: Click this button to view the action in slow motion; each subsequent click of this button slows the footage down another notch.

Fast Forward: Click once to fast forward at normal (1x) speed. Each subsequent mouse click increases the speed of the fast forward action.

Forward to End: Click once to jump to the end of the footage.

Cut: Use this button to cut and save shorter highlights. Queue the footage to a specific point and click this button once to select a starting point for the highlight; now go to the point where you'd like the highlight to end and click the Cut button a second time. You will then be prompted to save the new edited version in your REPLAY folder.

Save: Click this button to save the current replay in its entirety in your REPLAY folder.

Toggle Replay Window Size: When viewing replays from the Race Weekend Menu, each click of this button toggles between Full Screen and Inset Window views. When viewing replays from the cockpit of your car, clicking this button exits the replay viewer and returns you to the driver's seat.

Toggle Replay Standings Display: Pressing the "S" key on the keyboard brings up a standings rundown during replays. The Replay Standings Box will have up to three different modes of display depending upon which race session you are in. Use the left/right cursor arrow keys to toggle among these display modes.

CHANGING CAMERAS AND DRIVER VIEWS: NASCAR Racing 2003 Season gives you many different camera angles you can view the action from. In replays of Multiplayer races however, you won't typically be able to view action from every driver's car at any given time.

- In the full screen view, change replay camera angles by clicking on the controls next to the Camera heading. To view the replay from another driver's vantage point, use the controls next to the Driver button.
- From the Race Weekend view, select the camera and driver with the controls located below the 3D window and above the session navigation area.
- Alternatively, you can use the keyboard shortcut keys to select cameras and cars while in any replay viewing window.

REPLAY STUDIO: NASCAR Racing 2003 Season makes it easy for you to amass an incredible collection of replays. From the Main Menu, choose Replay Studio. You'll be taken to a screen that lists all of the replay clips that are stored in your REPLAY folder, organized by track. From here, you can quickly jump to any replay, recorded at any track. Click on the column headings to sort the list to your liking. You can also use the drop-down controls at the top of the screen to filter the list to include replays from one particular player and/or one particular track. Use the Delete button at the bottom of the screen to trash old clips you no longer want.

Click on the Edit button to access NASCAR Racing 2003 Season's replay editor. This tool allows you to lay aside your helmet and driving gloves and become a sports television director. Select a replay file you want to edit, click the Edit button, and start creating your own highlight reel!

The Replay Editor

EDITING REPLAYS: NASCAR Racing 2003 Season's replay editor places an array of moviemaking features at your fingertips. Take the replay file of your photo finish in the weekly league race and put together a highlight reel, complete with sound bites, custom graphics, and screen fades. Let's face it – humiliating your buddies can be one of life's simple pleasures, especially when it's done in a harmlessly creative way. With the replay editor at your disposal, you're poised to do that and a whole lot more.

Let's go over the replay editor screen, one section at a time.

VCR Buttons – Located beneath the 3D display window. From left to right, these buttons perform the following functions:

- Rewind to the beginning of the replay
- Rewind. Clicking more than once will increase the rewind speed.
- Rewind one frame
- Play/Pause
- Advance one frame
- Advance. Clicking more than once will increase the advance speed.
- Advance to the end of the replay.

Car/Camera Selectors – These combination drop-down/arrow selectors serve the same purpose they do on the main replay screen – to let you change the focus camera or the focus car. The C/Shift C and V/Shift V commands can be used to navigate to the previous/next camera and car, just like on the standard replay screen.

Replay Editing Buttons – Located to the right of the VCR controls, these buttons will allow you to perform cuts, copies, and splices of replay footage. From left to right, the buttons are as follows:

- PLACE MARKER: Places a marker at the current frame of the replay. Pressing the button again cancels the placement of the first marker.
- CUT FOOTAGE: Deletes footage from the marker to the current frame. A marker must be in place in order for this to work.
- COPY FOOTAGE: Copies footage from the marker to the current frame up to the clipboard. A marker must be in place in order for this to work.
- PASTE FOOTAGE: Pastes footage copied to the clipboard into the replay. Note that this is really an "insert paste" function; the clipboard contents are inserted and any existing footage is pushed forward in time to resume at the end of the newly-pasted section.
- SAVE AS: Saves your changes. When you're doing a lot of work on a replay, you may want to save it under a new name after each step. By using incremental saves, you'll be in a position where if you make a mistake, you won't have to start from the beginning again.

Replay Feature Controls - Located in the bottom right area of the screen, these controls serve as the heart of the editing system.

- STAMP: This is the button to press if you want to insert a custom image into the replay. In order for a piece of artwork to be usable by the game it must be in .BMP or .TGA format and it must reside in the EXPORTS_IMPORTS subfolder of the main program. You'll also be asked to set the screen position (in pixels) where the image will appear; 0,0 is the upper left corner of the screen, and 800,600 is the lower right. Finally, you'll be asked to specify the fade (the time it takes the image to fade on- and off-screen) and the duration (the total time you want the image to appear on-screen) times in seconds.
- SOUND: This button allows you to insert your own audio into the replay. In order for a sound clip to be usable by the game, it must be in .WAV or .OGG format and it must reside in the EXPORTS_IMPORTS subfolder of the main program.
- TEXT: This button allows you to insert a text bubble into your replay. Just like with the Stamp tool, you'll need to set the screen coordinates and the fade and

duration times here as well. You'll also have the option to specify the maximum pixel width of the bubble; the smaller the number, the narrower the bubble. Finally, at the bottom of the pop-up box is the area in which you type the text that will appear.

- FADE: This powerful feature lets you insert fade effects. Fades are particularly useful for covering up portions of a replay that have been heavily edited. You'll need to decide whether you'd like to perform a fade-in or a fade-out, and you'll need to specify the fade's lifespan, or the time in seconds it will take the fade to complete.
- CAMERA: Switches the replay to the specified camera. If you have the TV1 camera active, pressing this button will cause the replay to switch to the TV1 view when it reaches that point in time.
- CAR: Switches the replay to the specified car. Each time the replay reaches that point in time, the camera will switch to appropriate car.
- PLAYBACK: Lets you change the speed of the footage. A playback rate of 1 is normal speed. Going to a higher number will speed up the replay. By checking the 1/x box, you can use slow motion. Selecting a playback rate of 0 will pause the replay. Specify the duration of the pause in the Lifespan area.
- VOLUME: This control lets you fade the volume of the game sounds in the replay – useful if you want to include voice-overs from a camera view that is inherently loud (the cockpit, for example), and you don't want them to be drowned out. Use the slider control to specify the volume level you want, and use the lifespan field to specify how long it will take to reach that level. A level of 25% works well when using voice-overs on top of "loud" cameras.
- CHAPTER: This allows you to place chapter breaks in a replay. Currently, chapter navigation is supported only in the Driving Lesson Viewer. Make sure that you place the chapter break in advance of any events you want triggered in that chapter. Otherwise, they will not trigger.
- TOGGLE: Lets you turn on or off various effects like the ideal racing line, the racing groove, and car telemetry.
- SUMMARY: This feature is limited to the Driving Lessons area of the game. The text you include in the provided box will appear on the right side of the screen when you select that replay file.

You'll notice that most of these buttons have arrow controls located to their left side. Pressing a given function's left arrow will take you to the previous spot in the replay in which you used that function, while pressing the right arrow will take you to the next spot in which you used that function. For example, if you are at the very beginning of the replay and you press the right arrow control next to the Sound button, the replay will advance to the first sound file trigger point. If you're at the end of the replay and press the left arrow next to the Camera button, the replay will rewind to the last camera change trigger point.
Making Changes – Modifying your changes (or getting rid of them entirely) is all done via the command list, which is located in the upper left portion of the screen. It shows which replay editor commands are active at the current point of the replay. Once a command has been completed, it will disappear from the list. This means that commands that take just a single frame to complete (like camera switches) will be on the list for a fraction of a second, while something like a 10-second camera fade will be visible for, well, 10 seconds.

To make changes to a particular command, or to remove it entirely, you'll need to navigate through the replay and get to a point at which that command is active, and therefore appears on the list. This isn't as daunting a task as it may seem. By using the arrow controls next to the individual replay feature buttons, you'll be able to track down any command quickly and easily.

Once the command appears on the list, click on its information line to select it, and then click the appropriate button at the bottom of the list: Edit or Delete. Some commands, like camera switches, cannot be edited; they can only be deleted.

Art Resources List – So you don't have any custom artwork ready to insert into your replays? Never fear. NASCAR Racing 2003 Season includes several pieces of ready-made artwork that you may find useful. The art resources list is on the left side of the screen, beneath the command list. To use one of these items, select it and then click the Insert button at the bottom of the list.

Going For It All

Ever wonder what it takes to claw your way to the top during a complete NASCAR season? From the Main Menu, click on Championship Season to see if you've got the mojo to bring home the coveted NASCAR championship trophy.

The Championship is decided using a points system. You earn points according to how well you finish in each race. If you want to wear the champion's crown, you'll have to put together a season filled with consistent top ten finishes. Win ten or twelve races but crash out and finish last in ten or twelve, and you'll find yourself out of the running, because consistency wins the NASCAR title.

Start by setting all of the parameters that will control your season. Race length, opponent strength, realism options and rules can all be set up the way you want, but once your season is underway, these settings cannot be changed. Events are raced in the order they appear on whatever schedule file you use. For example, if you select the 2003 season schedule, you'll start in Daytona and end at Homestead, just like the big boys do.

The Standings and Results buttons on this screen allow you to view individual race results as well as season totals. Naturally, if you haven't completed a certain race, there won't be any results for that event, so the Results button will appear grayed out.

Win the race, and you'll receive at least 180 points (175 points for finishing first, and a 5 point bonus for leading at least one lap). For a complete breakdown on how the NASCAR points system works, see Appendix A.

Player Info

Kind of boring being referred to as "The Player," don't you think? Personalize your player settings by using the Player Info Menu. To get there, simply go to the Main Menu and click on the Player Info button in the right column. From here you'll be able to change your driver's name, select which car(s) you'll drive, and check out your track records. Notice how there are separate car selections for Single Player (i.e. the Testing, Single Race, and Championship game modes) and Multiplayer. Be sure to take the time to make selections for both categories, since the car you race offline may not be the same car you want to drive in your weekly Internet league. Keep in mind that in order for other drivers on the Internet to see you racing in your own personal car, they'll need to have a copy of your car file residing on their hard drive.

Opponent Manager

Use the Opponent Manager Menu to build and maintain lists of drivers (called rosters) for your races. The Opponent Manager screen also provides you with access to the NASCAR Racing 2003 Season's Paint Shop.

The original game CD comes with a roster called "Cup2003", and it consists of all the licensed drivers in the game, plus several fictional cars that are used to fill out the 43-car starting field. You can create your own rosters by simply clicking the New button underneath the Roster heading at the top left of the screen, and then selecting the drivers you want added to it by clicking in the checkbox next to their names. You can build as many rosters as you want. You can also create new drivers from the Opponent Manager screen. To do so, just

click the New button beneath the Driver heading on the right side of the screen, and fill in all of the pertinent car/team information.

Finally, by clicking the Ratings button underneath the Driver heading, you'll be able to edit the driver ratings of any car that exists on your system. These ratings affect the performance of each car and can be adjusted to reflect the most current statistics, but they won't affect the speed and handling of your own car, or of any human-controlled online opponents.

The Paint Shop

Want to keep your collection of cars up to date with the latest and/or commemorative paint schemes of the series? NASCAR Racing 2003 Season gives you the brushes and design tools to paint or repaint any racecar in the game, whenever you wish!

To enter the Paint Shop, go to the Main Menu and click on the Opponent Manager button. To begin painting a car, just select it from the driver's list on the left, and then click on the Enter Paint Shop button.
Many of the controls found in the Paint Shop will seem familiar to those of you who have previously used any other artistic software packages. The Detail Shop allows you to paint the car itself, while the Team Shop offers you the ability to customize the look of your crew's uniforms and accessories. To move back and forth between the Detail Shop and the Team Shop, simply click on the appropriate tab controls.

BASIC PAINTING: The basic process of painting a car or object consists of clicking on a tool and applying it to whatever you want to paint. For example, click on the Freehand Brush tool to select it, and then choose a primary color with the left mouse button. Choose a secondary color with the right mouse button. Next, click and hold the left mouse button as you drag it across the car or crew object to apply the primary color. Click and hold the right mouse button as you drag it to apply the secondary color.

USING TOOLS: By checking the box labeled "Show Tools Options" you can see all of the pop-up windows each time you select a tool. Change the values in these windows to affect the tool you want to use.

Like so many other buttons and elements of NASCAR Racing 2003 Season, each tool in the painting toolbox has pop-up help - just right-click on any button, or hover the cursor over the tool for a few seconds, and the description will appear.

STARTING WITH A CLEAN SLATE: There are two ways to start painting with a nice clean car: create a new driver from scratch, or choose the car you wish to paint and select the Eraser tool. Click the left mouse button on the car or object to clear the textures and start with a solid primary color. Use the right mouse button in conjunction with the Eraser tool to clear the car and fill it with the secondary color.

PREVIEWING THE RESULTS: Click on the 3D Preview button at the bottom of the screen to open a window that lets you see what you've accomplished. Click the Auto Rotate checkbox to let the car spin 360° repeatedly. Or, uncheck the Auto Rotate box to stop the rotation and reveal a hand tool that you can use to turn the car in any direction you wish. Simply click and hold the left mouse button while you rotate the car with the hand tool. Click and hold the right mouse button to zoom in and out. Click the Auto Rotate checkbox once again to let the car spin on its own, using the new viewing angle you selected.

COLOR AND TOOL TIPS: When mixing colors, you can left-click your mouse on the primary or secondary color swatch boxes to reveal additional color controls that allow you to create the exact color you're looking for. You'll notice that many of the tool buttons within the Paint Shop can be expanded to reveal multiple functions. These tools are denoted by a small triangle in the lower right corner of the tool button.

IMPORTING AND EXPORTING ARTWORK: The Paint Shop also gives you the ability to Import and Export artwork to and from your car. Got a nice logo graphic you want to bring in? No problem, save it as a Targa file (.TGA extension) and import it using the Import button at the bottom of the Paint Shop screen. Likewise, use the Export button to send the entire car or team shop window to a Targa file. Open the Targa file in your favorite third-party painting application and touch it up the way you want. When your finished, save your work and bring it back into NASCAR Racing 2003 Season by using the Paint Shop's Import feature.

Multiplayer – Taking On The World

There's nothing quite like competing against up to 42 living, breathing, carbon-based opponents. If you want to see how you stack up against other drivers from around the world, NASCAR Racing 2003 Season gives you a license to thrill! A licensed copy of the game CD and a LAN or Internet connection are all you need.

CONFIGURING YOUR CONNECTION: Click the Multiplayer button on the Main Menu. If you're racing on the Internet, you'll need to connect to it BEFORE you launch the game - ALT-TABbing out of the game, connecting to the Internet, and ALT-TABbing back won't work. Once you've connected to the Internet, you need to make sure the game can detect your Internet connection properly. Click on the Join control at the top of the screen and look in the Select Connection Method area on the left side of the screen. If your Internet (TCP/IP) connection is listed, you're all set. If it is NOT listed, you'll need to press the Configure button at the bottom of the screen, check the "Find Network Addresses a Different Way" box, and your connection should be listed.

Local Area Network Users – Note that if you're racing on a LAN, you will likely see your connection device (i.e. your network card) listed twice in the Select Connection Method list on the Join tab, and also in the Connection Methods Allowed area on the Host tab. This is because your network card supports both of the network protocols supported by the game: IPX and TCP/IP. If you are presented with this choice, pick IPX, because it has less restrictive bandwidth concerns and you'll be able to see many more opponent cars than you can with TCP/IP.

RACING ON SIERRA.COM: Racing on Sierra.com is the easiest way to find some online NASCAR action. Sierra.com will help you find racers of every skill level, and chances are you'll be able to hop into a race at any hour of the day or night. Sierra.com also has a rankings system that is used to group drivers by ability level. The details of this ranking system are explained in Appendix B.
To connect to Sierra.com, click on the "Race on Sierra.com" icon at the top right area of the Multiplayer screen. The racing doesn't cost a thing – all it takes is a free membership to get you out onto the track. Don't have a Sierra.com account yet? NASCAR Racing 2003 Season will allow you to create an account, right from within the game. After you click the Race on Sierra.com button, click the "Create Account" tab and follow the on-screen prompts. If you already have a Sierra.com account, simply click on the "Login" tab and enter your sign-on information.

JOINING AND HOSTING: Most drivers will Join multiplayer races. That is, they'll participate in races that are created by someone else. To join a race, check the Join tab at the top of the screen. If you have a LAN connection available and there are races being held on the LAN, you'll see them listed in the Local Area Network Races area at the bottom of the screen. To enter one of those races, just click on the one you want, then hit the Start button. Some races may be protected by a password (which you'll need to know in advance if you expect to enter the race). In addition, you won't be able to join any race that has already advanced to its Qualifying session.

An alternative would be to type in the IP address or the phone number (if you're connecting via direct modem only) of the host's machine. Do this in the area directly beneath the Select Connection Method drop-down control. By the way, if you race against the same competitors regularly, you may find the Address Book will come in handy and save you from having to manually input address information every time you connect to a particular machine.

If you have a great Internet connection, you might want to Host some races. Using a dedicated server to host (a separate computer that is set aside to do nothing more than host the race) is the best bet. To host a race, check the Host box and set limits on what types of connections you'll allow. As the race host, you can use the Max Latency selectors to prevent drivers who have poor Internet connections from joining.

In addition to picking the track, rules, and race weekend parameters, you can also decide how many drivers you'll allow to connect your race. Each person that

connects to the server requires about 22K of bandwidth. That means that on a 56K modem, you can reliably host 2 or 3 people. Once you exceed 3, things will start to degrade noticeably. DSL or cable modem users can reliably host from 10-15 or even more, depending on the amount of bandwidth available. Keep in mind that it's the upstream data rate that counts, not the typically MUCH faster downstream data rate. Once you have that number (in kilobytes), divide it by 22 and you'll have the maximum number of clients your machine will be able to reliably host. Now if you're one of the lucky folks who happen to have access to a T1 line, you'll be able to host a full field of cars without breaking a sweat.

HARDCORE MODE: Mainly intended for league-based racing, this setting forces all players to race from the Cockpit View, with the Smoke, Realistic Windshield, and Solar Effects graphics options enabled. This way all drivers are faced with the same "field of view" challenges. Because it forces the use of several high-end graphics options, Hardcore Mode can have a significant impact on performance, particularly on slower machines.

CHATTING: Online, you'll want to sometimes "chat" with other drivers. Notice there are several Chat buttons sprinkled throughout NASCAR Racing 2003 Season's various Multiplayer screens, most notably the Race Weekend Menu. When you're racing online, you can click a Chat button that opens up a pad for typing messages to your competitors. Just type your message and press the Enter key to send it to the race field.
You can also type messages from scratch (not a good idea at 180 mph) by pressing the "T" key on your keyboard, typing your message and hitting the Enter key. Send private chats to other drivers in the race by pressing the "T" key, and adding a forward slash, pound sign and car number before your message. It should look something like this:

/#12 Curtis, don't drive it so low into turn one!

AUTO CHATTING: While racing in the car online, press any numeric key across the top of your keyboard (1-0) to display the appropriate Autochat message stored on your system. Hit the Enter key to send the message after you select the Autochat you want. It's a good idea to reserve Autochat messages for necessary comments such as passing instructions, alerts to other drivers that you're going to pit, etc.

To edit the default set of Autochat messages however you want, go to the Options Menu (either from the Main Menu, the Race Weekend Menu, or by pressing ESCape while driving the car). From the Options Menu, click on the Other tab; just click on an Autochat message and type in whatever you want. Here's a tip:

if you place a dollar sign "$" at the end of an Autochat message, you won't have to press the Enter key to send the message. Just press the number key and the message is sent immediately.

ONLINE RACING ETIQUETTE: Online racing spawns many friendships, and often the actual racing itself can even take a back seat to the camaraderie experienced by its participants. If you want to get the most out of racing online, here's the best piece of advice for you: don't be a jerk! Cause an intentional wreck, or curse a fellow driver out and display poor character traits, and you'll soon discover it hard to find races to enter, because you'll be banned from a lot of servers. Sure, you're allowed to make mistakes, you're allowed to be slow, and you're allowed to be human, but you'll find that most racers online have little tolerance for immature temper tantrums, threats and general poor sportsmanship. Remember: actual NASCAR drivers have been known to compete in online races too; have fun racing and chatting with them while leaving the grade-school behavior to your little brother.

You'll quickly discover that if you can keep your temper in check and befriend those you race with, it really doesn't matter whether you're the fastest driver on the planet or not. People will get to know you as a fun, friendly, respectful and safe competitor, and when it comes to online racing, being safe is more important than being fast, because it only takes one unsafe driver to cause a massive wreck that ruins the race for everyone.

Racing online fosters new friendships, but it does something else too. It will make you faster. Just by joining races and watching replays of the world's fastest drivers, you'll learn how to get through that corner a little bit faster.

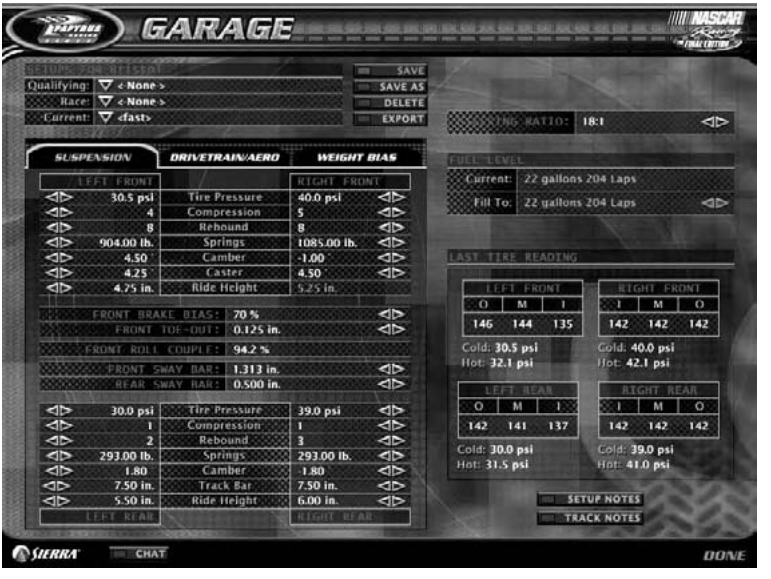
So where do you start? Here are some things to do:

- Join a league. Visit the newsgroups or do a quick Internet search for NASCAR Racing 2003 Season. Most leagues have monikers like HAL, HGNS, VRW and SSCA. Many leagues also have their own Web pages. Rodney Arndt runs a league called SASCAR (www.sascar.com) that consists of varied divisions, depending upon your experience.
- Join a team. Many drivers have formed teams in order to trade secret chassis setups and driver notes.
- Get Information on the Web. Use your favorite search engine and try inputting NASCAR Racing 2003 Season, or keywords like "virtual racing," "N2K3," "Papyrus," "racing league," or "sim racing."

The Garage

The Garage is the place to build the perfect racing setup. Your crew can make minor race day adjustments for you in your pit stall, but inside the garage you can tweak and adjust virtually every aspect of your car. To enter the Garage go to the Race Weekend Menu and click on the Garage button at the bottom of the screen.

Is this your first trip inside a NASCAR garage? Don't panic! Remember, if you don't know what something means or what will happen if you make changes, just right click on any item you see on the Garage Menu and you'll be enlightened via a pop-up help bubble.
Click on any of the three tab controls (Suspension, Drivetrain/Aero, Weight Bias) to see the various components available for adjustment.



SETUP SELECTIONS: If you want specific setups to be used for the Qualifying and Race sessions, use the appropriate drop-down controls in the upper left corner of the screen to select them. If you don't feel comfortable specifying a setup for one or both of those sessions, simply change the field(s) to read "None", in which case the Current setup will be used. The Current setup is the one that is presently on the car.

SETUP/TRACK NOTES: Real NASCAR drivers and crewmembers keep very thorough notes about every track visit. Click on the Setup Notes button to document your changes to the car. Use the Track Notes pad to save information about the way you drive the track itself - such as how many laps you can turn before the tires get too worn, how weather changes affect the handling, or whatever

MEET MANUEL DASKALOS, YOUR CHIEF ENGINEER

Manuel Daskalos is the Chief Engineer for the #77 Jasper Engines & Transmissions Ford Taurus that competes every week on the NASCAR circuit. Manual received a Master's Degree in Mechanical Engineering from Clemson University, and his thesis covered optimization of a NASCAR stock car through computer simulation.

While assisting Papyrus in the development of NASCAR Racing 2003 Season, Manuel's work has essentially been an extension of what he does for his race team, except that he actually gets to DRIVE what he tested for Papyrus – haha! Manuel has provided real wind tunnel data, engine performance data, suspension geometry details, anti-roll bar (his professors would cringe if he called it a swaybar) design details, and some general design & construction data pertaining to building a NASCAR racecar. During his own on-track tests with NASCAR Racing 2003 Season, Manuel also examined performance data extracted from the game, and compared it to data from his real-world team's tests. Manuel and the Papyrus development team would then do some tweaking until the performance of the two converged. All of this work has gone into providing you with the most accurate NASCAR setup & driving experience available on PC!

Tuning The Car

OK, you've got all of these settings that you can tweak, so where do you start? Needless to say, if you want to go fast, you've got to make adjustments to the car that suit your driving style.

You'll find a complete chassis setup tutorial on the NASCAR Racing 2003 Season CD, prepared by Manuel Deskalos. Look for it in the JASPER folder on the game disk.

This document covers the specifics, but here are a few general tips that you'll find helpful:

- Change one thing at a time. This makes it much easier to "undo" a mistake.
- You want the tires to be at the correct camber while cornering. The best grip is obtained with the tire leaning a bit into the turn (i.e. negative camber on the outside wheel, positive on the inside).
- The tires grip best when they are each shouldering their fair share of the load.
- You want the car to be neutral in handling - neither pushing nor loose. You can really tell by checking the front-to-back tire temps- if they are nearly equal, then the car is good.
- Mechanical changes (springs, shocks, track bar, camber, etc.) affect the car at all speeds. Aerodynamic changes (spoiler, grille tape) affect the car mostly at higher speeds (140+ mph).
- Going below optimal tire pressure can help put heat into a tire that isn't reaching a good temperature. There is no single 'perfect' pressure- it's always a matter of tradeoffs to arrive at whatever makes the car work.
- If you're not comfortable making suspension changes, stick to the sway bars and stay away from the shocks.
- When it comes to springs, softer is better. Softer springs will generally do a better job of gripping bumpy pavement than stiff springs, and all pavement is bumpy to some degree. Just make sure you don't go too far and make them so soft that the car "bottoms out" and scrapes the pavement in the corners.
- When the car is cornering, weight shifts to the outside tires, and more weight will shift at the end of the car that is stiffer.
- At short tracks, less front weight makes sense. Keep it close to 50% front weight.
- You generally want fourth gear to just barely trip the rev warning light on your dashboard at the end of the longest straightaway.
- To change a single gear ratio without affecting the others, change the transmission ratio.
- For qualifying, use as much grille tape as you possibly can. Remember, your car only needs to last for a couple of laps!

Appendices

Appendix A: The NASCAR® Championship Points System

1st.....175	16th.....115	31st.....70
2nd.....170	17th.....112	32nd.....67
3rd.....165	18th.....109	33rd.....64
4th.....160	19th.....106	34th.....61
5th.....155	20th.....103	35th.....58
6th.....150	21st.....100	36th.....55
7th.....146	22nd.....97	37th.....52
8th.....142	23rd.....94	38th.....49
9th.....138	24th.....91	39th.....46
10th.....134	25th.....88	40th.....43
11th.....130	26th.....85	41st.....40
12th.....127	27th.....82	42nd.....37
13th.....124	28th.....79	43rd.....34
14th.....121	29th.....76	Lead 1 Lap.....5
15th.....118	30th.....73	Lead most laps.....5

Appendix B: Sierra.com Ratings System

The Sierra.com ratings system is designed to make it easy for players of any skill level to race against others of similar ability. It operates on a 0-10 scale. As your rating rises, it will become increasingly more difficult to advance to the next level, but it will become progressively easier to drop to the previous level.

In order for ratings to be updated, all of the following conditions must be met:

- The race must have rating restrictions in effect for the track type being run.
- At least four player drivers (i.e. not computer opponents) must start the race.
- The race winner must complete enough laps to account for at least 10 minutes of racing at a "normal" lap speed at this track. Generally, 10% or longer races will qualify.

TRACK TYPES: NASCAR races on a wide variety of track types, each of which demands a different set of skills. Therefore, one single rating which covered all

the tracks in the game would be grossly misleading. Because of this, you'll have a separate rating for each of the four track types in the game:

- Road Course - Road courses feature left and right-hand turns.
- Short Track - Short tracks are less than one mile in length and feature heavy braking zones, heavy traffic, and a lot of bumping and banging.
- Superspeedway – Superspeedways feature pedal-to-the-metal racing all the way around the track. You must use the draft to get to the front of the pack.
- Speedway – All other tracks.

POINTS: After each race in which ratings are enabled, points are awarded based on finishing position as follows:

- Finish ahead of a driver 2 or more skill levels higher: +5 points each
- Finish ahead of a driver 1 skill level higher: +4
- Finish ahead of a driver of the same skill level: +3
- Finish ahead of a driver 1skill level lower: +2
- Finish ahead of a driver 2 skill levels lower: +1
- Finish ahead of a driver 3 or more skill levels lower: 0
- Finish behind a driver 3 or more skill levels higher: 0
- Finish behind a driver 2 skill levels higher: -1
- Finish behind a driver 1 skill level higher: -2
- Finish behind a driver of the same skill level: -3
- Finish behind a driver 1 skill level lower: -4
- Finish behind a driver 2 or more skill levels lower: -5

In addition, there is a 3-point penalty for being involved in an "incident". An incident is defined as an event that either triggers the yellow flag or would have triggered the yellow flag had cautions been enabled. It is possible to be given multiple incident penalties in a race. Incident points are assigned without regard to who instigates an incident, and who is a victim.

SKILL LEVELS: You'll start out with a zero rating at all track types. The game averages your 8 best point totals of the last 10 races run within each track type (occasionally everyone has a bad day, or a bad connection, so the lowest two races are dropped). Future races within this 10-race window are considered to have a zero point total, meaning that you'll always will have 10 results to consider, even though the window will not "move" until an 11th race is run. As soon as your average reaches the required threshold (see the tables below), you'll advance or drop a level and the 10-race window will clear. Thus it is not always necessary to run 10 races in order to advance or drop a level.

Examples:

1. Player A gets 20 points in his first race. His 10-race window consists of a 20 and nine zeroes. The two worst results are dropped (two zeroes), leaving a total of 20 points, for an average of 2.5 (20/8).
2. Player B gets -15 points in her first race. Her 10-race window consists of a -15 and nine zeroes. The two worst results are dropped (the -15 and a zero), leaving a total of 0 points, for an average of 0 (0/8).

Table 1: Average Points Needed to Advance a Skill Level

SKILL LEVEL:	0-2	3-4	5-6	7-8	9
AVERAGE POINTS:	6	15	24	33	45

Example - Player A has just risen to a Superspeedway rating of 3. His 10-race window clears. His next three superspeedway races yield point totals of 40, 50, and 20. This puts him at 110 total points in his new window. He needs to average 15 points in order to advance to level 4. In his next race, he gets 15 more points. His new point total is 125, and his best 8 results in the window are 50, 40, 20, 15, 0, 0, 0, and 0 - an average of 15.625. That's enough to go up a level! His Superspeedway rating rises to 4 and his window clears.

Table 2: Average Points Needed to Drop a Skill Level

SKILL LEVEL:	1-2	3-4	5-6	7-8	9-10
AVERAGE POINTS:	-45	-33	-24	-15	-6

Example - Player B has just completed the arduous journey to a Road Course rating of 10! Her 10-race window clears. She struggles in her next few road course races, getting point totals of -20, -40, -30, and -20. Her best 8 results are now 0, 0, 0, 0, 0, 0, -20, and -20, for a total of -40 and an average of -5. In looking at the table, a level 10 player needs to average -6 in order to drop a level. Her next race is another tough one, a -10. This puts her total at -50, for an average of -6.25. Player B's Road Course rating drops to 9 and her window clears. It's tough at the top!

Appendix C: Keyboard Shortcuts

DRIVING

ESC	Display session options
F1-F9	Toggle pit/status windows
Cursor Arrows, Spacebar	Set/toggle items on pit window menus
Shift + F2	Jump to Replay (not always available)
Shift + F3	Jump to Options
1-0, Enter	Display, send Autochat message (Multiplayer only)
Pause	Pause game (not in Multiplayer)
Page Up/Page Down	Go to previous/next driving view
Ctrl + C	Toggle communication meters (Multiplayer only)
F	Toggle frame rate display
G	Toggle gauges (external views only)
H	Toggle in-game help menu
M	Toggle mirror detail level
N	Toggle mirror cockpit rendering
O	Toggle trackside object density
R	Toggle ideal racing line display
Shift + R	Return to pit stall (not always available)
S	Display speed/gear/flag indicator
T, Enter	Start, send chat message (Multiplayer only)
V/Shift + V	Jump to car ahead/behind (you must be stopped)
Ctrl + V	Return to your car (if viewing another)
Ctrl + F	Zoom in-car field of view out
Alt + F	Zoom in-car field of view in

REPLAY

NOTE: These controls work with the alpha-numeric keypad only

4	Press and hold to rewind
6	Press and hold to advance
5	Pause/unpause footage
8	Slow motion (each press reduces speed)
7	Jump to beginning of footage
1	Jump to end of footage
.	Go to live feed (if available)
SPACE	Toggle letterbox display
S	Toggle standings display
Left/Right Cursor Arrows	Toggle standings mode (if standings are on)
C/Shift + C	Go to next/previous camera
V/Shift + V	Go to next/previous driver

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Juggernaut

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